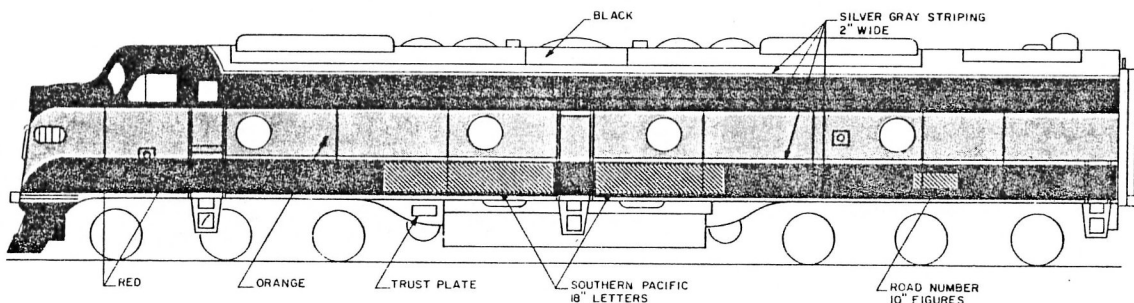
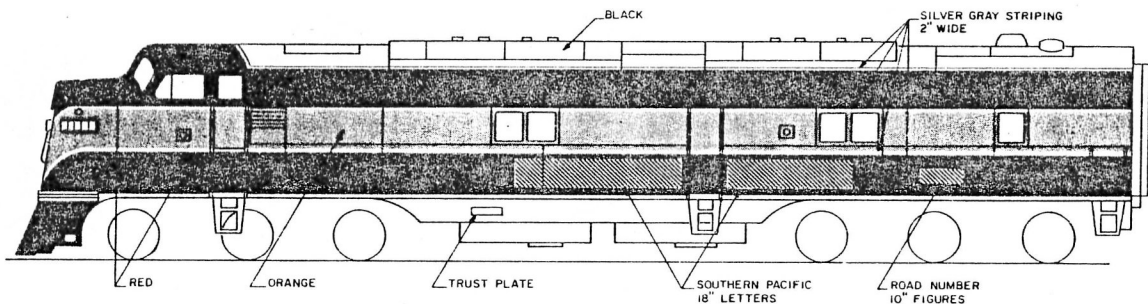
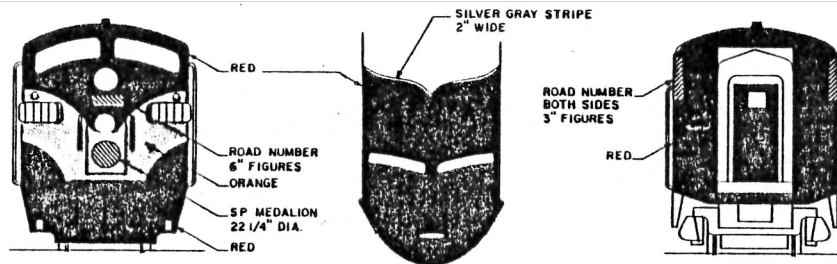


Southern Pacific #6051

EMD E-9 DIESEL LOCOMOTIVE

Preliminary Report Restoration Report Addendum Photos



A History of

S.P. 6051

In December of 1954, the Southern Pacific Railroad accepted delivery of nine class DP-12 E-9-A diesel electric locomotives from the Electro-Motive Division of General Motors. These locomotives had builder's numbers 20095 through 20103 and were given S.P. road numbers of 6046 through 6054. These locomotives were identical to their predecessors, the E-8's, except for the use of a pair of powerful V12-567C 1,200 horsepower diesel engines as compared to the E-8's 1,125 horsepower duo. These nine locomotives were painted in S.P.'s famous "Daylight" colors of orange and scarlet and placed into passenger service.

The 6051 saw service as a passenger locomotive operating out of the Taylor yards in Los Angeles. From this terminus, the 6051 pulled trains along S.P.'s "Sunset" and "Golden State" routes between Los Angeles and New Orleans, and the "Coast Daylight" and "Lark" routes between Los Angeles and San Francisco.

In July of 1958, the 6051 was painted in the black and orange experimental "Halloween" paint scheme. However, S.P. soon settled on grey and scarlet as their universal paint scheme and the 6051 was subsequently painted to conform. The only major modification was the addition of a pilot snow plow sometime between 1963 and 65.

ava

[S.P. 6051 operated for fifteen years along with S.P.'s eight other E-9's, providing dependable passenger service. These nine were the last passenger locomotives to be added to the roster until ten SDP 45's were delivered in 1967.] Southern Pacific donated the 6051 to the Pacific Coast Chapter of the Railway and Locomotive Historical Society on December 31, 1969 for eventual display in the California State Railroad Museum at Sacramento, California.

[The last of S.P.'s E-9's went out of service in February of 1971 when they were traded to General Electric.]

S.P. 6051 will represent the last existing example of Southern Pacific E-9 diesel power.

EMD - Historical Summary

Southern Pacific No. 6051 represented a peak in diesel building experience when it rolled off of the assembly plant floor of the Electro-Motive Division of General Motors at La Grange, Illinois. EMD, which had its beginnings as the Electro-Motive Corporation, has been the foremost diesel electric locomotive builder in the United States for most of its existence.

EMC began construction of gas-electric rail cars in 1922. From engines built by the Winton Engine Company and bodies from Pullman and other companies, EMC fabricated their finished products in competition with General Motors. In 1930, G.M. purchased EMC and Winton and operated them as subsidiary companies for ten years.

The initial success of EMC/Winton came with the construction of diesel powered units for the first streamlined trains in 1934. In the following year, two 1800 horsepower diesel-electric locomotives were developed by EMC and exhibited throughout the nation to portray the superiority of diesel over steam. In 1935, the erection of G.M.'s new locomotive construction facility at La Grange was initiated and this complex continues today as the primary location for EMD's operation.

It was in La Grange that the forerunners of the No. 6051 were erected. In 1938, EMC began production of its own diesel engines and later its own traction motors. These developments enabled EMC to independently produce and assemble all the components necessary for diesel-electric locomotives. EMC came to the forefront of its competition by mass producing and successfully operating its first FT model in 1939.

EMC and Winton Engine Company merged with General Motors in 1941 and became the Electro-Motive Division of G.M.- EMD for short. EMD's wartime production of freight diesels placed the company in leadership position which it enjoys to this day. In 1972, EMD had produced 37,154 diesel locomotives. This number represents about 50-70% of the locomotives constructed by all manufacturers. EMD production several times has equaled 80% of all locomotives marketed in one year.

EMD, famous first for its string of dependable F-type locomotives, also produced a series of small but powerful switch engines. Later developments include the numerous GP, SD, and DD series. Many of these locomotives are still in use today. The most familiar and successful of EMD's passenger locomotives is the E series which began with the EA unit in 1937 and concluded with the E-9, of which No. 6051 is a part, in 1963.

EMD Passenger Locomotives - "E" Series

EMD's production of the E-type passenger locomotive began in May, 1937. Following is a listing of information concerning characteristics pertinent to this series of locomotives.

<u>Model</u>	<u>Hp.</u>	<u>Cyls.</u>	<u>Engine</u>	<u>Date Built</u>	<u>Approx. No. Sold</u>
EA	1800	(2) 12	(2) 201-A	5/37-6/38	6
EB	1800	"	"	5/37-6/38	6
E1A	1800	"	"	6/37-4/38	8
E1B	1800	"	"	6/37-3/38	3
E2A	1800	"	"	1/37-12/37	2
E2B	1800	"	"	1/37-12/37	4
E3A	2000	"	(2) 567	3/39-6/40	16
E3B	2000	"	"	3/39-9/39	2
E4A	2000	"	"	10/38-12/39	14
E4B	2000	"	"	10/38-12/39	5
E5A	2000	"	"	2/40-6/41	11
E5B	2000	"	"	2/40-3/40	5
E6A	2000	"	"	11/39-9/42	92
E6B	2000	"	"	4/40-2/42	26
E7A	2000	"	(2) 567A	2/45-4/49	428
E7B	2000	"	"	2/45-4/49	82
E8A	2250	"	(2) 567B	8-49/-12/53	421
E8B	2250	"	"	12/49-5/53	39
E9A	2400	"	(2) 567C	5/54-12/63	100
E9B	2400	"	"	5/54-12/63	44

K-3927C

ROSTER OF E-9 ORIGINAL OWNERS

B & O - 1454-1457
 C & EI - 1102
 CB & Q - 9985A & B - 9989A & B, 9990-9995
 MILW - 30A & C - 38A & C
 IC - 4034-4043
 KCS - 25
 SP - 6046-6054
 UP - 900-914, 943-962
 SAL - 3060
 FEC - 1031-1035

E8/E9 Roster

This roster is effective as of March 1, 1974.

BY DAN DOVER

MODEL	OWNER	CLASS	ORIGINAL R/N	PRE AMTRAK #	AMTRAK #	QTY	WGT/LBS	GEAR RATIO	D/H	LB/IN	B/H	O/H	B/D	TRADE-IN	NOTES
ESAM	AT&SF	80	2,4(2nd)	80,61	---	2/0	324,750	52:25	NO	2250	652,663	7500,2	9/52,1/53	E1A,B	1,2
ESAM	AT&SF	80	82,5	82,83	---	2/0	324,750	52:25	NO	2250	791,792	7502	3/53,1/53	E1A,A	1,2
ESAM	AT&SF	80	84,85	84,85	---	2/0	324,750	52:25	NO	2250	793,794	7502	6/53,2/53	E1A,A	1,2
ESAM	AT&SF	80	86,87	86,87	---	2/0	324,750	52:25	NO	2250	795,797	7502	5/53,4/53	E1A,A	1,2
ESAM	AT&SF	80	80A,4A(81A)	80A,81A	---	2/0	328,840	52:25	NO	2250	796,799	7502,1	2/53,9/52	E1A,B	1,2
ESAM	AT&SF	80	82A	82A	---	1/0	328,840	52:25	NO	2250	798	7502	4/53	E1B	1,2
ESAM	AT&SF	80	83A,84A	83A,84A	---	2/0	328,840	52:25	NO	2250	535,536	7508	8/53,9/53	AA,AA	1,2
ESAM	ACL	ULP	500	SCL 574	232	1/1	335,780	52:25	NO	4000?	958	8022	1/53	EA	3
ESAM	ACL	ULP	532	SCL 575	233	1/1	335,780	52:25	NO	4000?	3408	8027	7/53	E7A	3
ESAM	ACL	ULP	544-546	SCL 576-578	234-236	3/3	339,000	55:22	NO	4000	9182-9184	2009	1/50	NEW	
ESAM	ACL	ULP	547	NUT R/FED	---	1/0	339,000	55:22	NO	4000	9185	2009	1/50	NEW	3
ESAM	ACL	ULP	548	SCL 579	237	1/1	339,000	55:22	NO	4000	9186	2009	1/50	NEW	
ESAM	ACL	ULP	547,550	SCL 580,581	238,239	(2)/2	339,000	57:20	NO	4000	11223,11224	5082	3/50	NEW	24
ESAM	ACL	ULP	551	SCL 582	240	(1)/1	335,000	57:20	NO	4000	11225	5082	3/50	NEW	24
ESAM	ACL	ULP	552	SCL 583	241	(1)/1	335,000	57:20	NO	4000	11226	5082	3/50	NEW	24
ESAM	ACL	ULP	553-556	SCL 584-587	242-245	(4)/4	335,000	57:20	NO	2570	14283-14286	6268	5/51	NEW	24
ESAM	ACL	ULP	765,766	SCL 670n,671n	---	(2)/0	320,750	57:20	NO	4000	9534,9535	2011	12/49	NEW	3
ESAM	B&O	FE4,FE8	54,55	1435,1436	---	2/0	329,000	55:22	NO	4500	666,765	7507	12,10/53	EA	4,5
ESAM	B&O	FE4,FE8	56	1437	---	1/0	329,000	55:22	NO	4500	765,767	7507	1/54,8/53	EA	4,5
ESAM	B&O	FE4,FE8	90,90A	1438,1439	---	2/1	329,000	55:22	NO	4000	800	7507	6/53	EA	4,5
ESAM	B&O	FE4,FE8	92	1440 1st	(210)	1/1	329,000	55:22	NO	4000	10231,10232	2015	9/50	NEW	5
ESAM	B&O	FE4,FE8	92A	1440 2nd	---	(1)/0	333,400	56:21	NO	4000	10233	2015	9/50	NEW	5
ESAM	B&O	FE4,FE8	94,94A	1441	---	1/0	329,000	55:22	NO	4000	14765	2040	8/51	NEW	5
ESAM	B&O	FE4,FE8	96,96A	1442,1443	---	2/1	329,000	55:22	NO	4000	10234	2025	9/50	NEW	5
ESAM	B&O	FE4,FE8	96,96A	1444,1445	---	2/0	329,000	55:22	NO	4000	12712,12713	6162	9/50	NEW	5
ESAM	B&O	FE4,FE8	36,4,28,A	1446-1449	202-205	4/4	329,000	55:22	NO	4000	12714,12715	6162	10/50	NEW	5
ESAM	B&O	FE4,FE8	30,4,32,A	1450-1453	206-209	4/4	329,000	55:22	NO	4000	13575-13578	2061	10/53	NEW	5
ESAM	B&O	FE4,FE8	34,36,38,40	1454-1457	400-403	4/4	335,000	55:22	NO	4000	18679-18682	2061	10/53	NEW	5
ESAM	B&O	FE4,FE8	4001,11,17	1458-1462	---	(3)/0	335,000	56:21	NO	4000	20377-20380	2069	5/55	NEW	5
ESAM	B&O	FE4,FE8	4001,11,17	1458-1462	---	(3)/0	335,000	56:21	NO	4000	14760,76,76	2040	8,11,12/51	NEW	10
ESAM	B&O	FE4,FE8	4002,4009	1463	210	(1)/1	335,000	55:22	NO	4000	10235	2015	9/50	NEW	10
ESAM	B&O	FE4,FE8	4012,4013	1464,1465	---	(2)/0	335,400	56:21	NO	4000	14766,14768	2040	8,10/51	NEW	10
ESAM	B&O	FE4,FE8	4016	1466,1467	---	(2)/1	335,400	56:21	NO	4000	14771,14772	2040	11/51	NEW	10
ESAM	B&O	FE4,FE8	4023,4026	1468,1469	---	(2)/0	335,400	56:21	NO	4000	14773,14775	2040	8,12/51	NEW	10
ESAM	B&O	FE4,FE8	4027,4028	1470,1471	---	(2)/1	335,400	56:21	NO	4000	14784,14785	2040	1/52	NEW	10
ESAM	B&O	FE4,FE8	51x,52x	1472,1473	---	(2)/0	334,500	56:21	NO	4000	18081,18082	6504	5/53	NEW	10
ESAM	B&O	FE4,FE8	53x-55x	2414,2415	---	2/0	319,000	55:22	NO	2380	667,669	7507	10,5/53	EB	4,5
ESAM	B&O	FE4,FE8	56x	2416-2418	---	3/0	319,000	55:22	NO	2430	768-770	7507	5,8,11/53	EB	4,5
ESAM	B&O	FE4,FE8	56x	2419	---	1/0	319,000	55:22	NO	2880	801	7507	1/54	EB	4,5
ESAM	UP	UP1A	3921	(MP 42)	---	1/0	332,220	57:20	NO	4000	9083	2008	1/50	NEW	6,25
ESAM	UP	UP22A	1800-1802	1803,1802	---	3/2	331,000	57:20	NO	2500	3680-3682	2005	12/49	NEW	7
ESAM	UP	UP1A	811,812	811,812	---	2/0	328,000	52:25	NO	2500	3527,11700	2003	8/50	NEW	8
ESAM	UP	UP1A	1102	---	---	1/0	328,580	57:20	NO	---	24735	7565	8/58	E7A	9,25
ESAM	UP	UP225	4300-4326	SEE NOTE	SEE NOTE	27/(2)	333,400	56:21	NO	4000	14759-14785	2040	8/51-12/52	NEW	10
ESAM	UP	UP225	4027-4030	1472,73,---	---	4/0	334,500	56:21	NO	4000	18081-18084	6504	5/53	NEW	10
ESAM	UP	UP1A	910a,913a	501,502	---	(2)/2	---	55:22?	NO	---	27696,23671	7629	12/62,12/63	NEW	11,36
ESAM	UP	UP1A	925a,935a	503,504	---	(2)/2	---	55:22?	NO	---	743,17795	7503,2052	4,2/53	E2B,NEW	11,36
ESAM	UP	UP1A	960a,962a	505,506	---	(2)/2	---	55:22?	NO	---	20500,20502	2070	5/55	NEW	11,36
ESAM	UP	UP1A	927,934	507,508	---	(2)/2	---	55:22?	NO	---	10778,17786	2019,52	8/50,3/53	NEW	11,36
ESAM	UP	UP1A	940,942	509,510	---	(2)/2	---	55:22?	NO	---	18271,18273	2060	4,5/53	NEW	11,36

EXTRA 2200 SOUTH Issue 43

NOVEMBER DECEMBER 1973

E8/E9 Model Roster (Continued)

MODEL	OWNER	CLASS	ORIGINAL R/N	PRE AMTRAK R/N	AMTRAK #	QTY	WGT/LBS	GEAR RATIO	D/B	5/S	B/N	O/N	B/D	TRADE-IN	NOTES	
E9A	C&NW	---	UP 949	511	---	(1)/1	---	55:22?	NO	---	20486	2070	5/55	NEW	11,36	
E8A	C&NW	---	5021A,B,5022A,B	SAME	---	4/4	331,000	52:25	NO	4000	11491-11494	6095	7/50	NEW	12	
E8A	C&NW	---	5023A,B,5024A,B	SAME	---	4/4	336,000	52:25	NO	2500	14659-14662	2034	7/51	NEW	12	
E8A	C&NW	---	5025A,5025B	SAME	---	2/2	337,500	52:25	NO	2500	16901,17032	2043	8/52	NEW	12	
E8A	C&NW	---	5026A,B-30A,B,31A	SAME	---	11/11	340,000	52:25	NO	2500	18113-18123	2036	6/53	NEW	12	
E8A	C&NW	---	KCS 23	5031B	---	(1)/1	334,000	57:20	NO	2500	1034	8005	1/52	E3A	12,21	
E9AM	C&NW	---	KCS 25	5032A	---	(1)/1	334,000	57:20	NO	2500	25355	8061	6/59	E6A	12,21	
E8A	C&NW	---	KCS 27,29	5032B,5033A	---	(2)/1	334,000	57:20	NO	2500	14737,14739	6312	2/52	NEW	12,21	
E8A	C&Q	E8	9937B	BN 9937	---	335	1/1	332,345	55:22	NO	2500	9674	2012	12/43	NEW	13
E8A	C&Q	E8	9938A,39A,40A	BN 9938-9940	---	3/0	332,345	55:22	NO	2500	9675,77,79	2012	12/49,1,1/50	NEW	13	
E8A	C&Q	E8	9938B,39B,40B	BN 9932,-,33	---	332,345	3/1	332,345	55:22	NO	2500	9676,78,80	2012	12/49,1,1/50	NEW	13
E8A	C&Q	E8	9941A,42A,43A	BN 9941-9943	---	336-338	3/3	332,345	55:22	NO	2500	9681,83,85	2012	3,3,3/50	NEW	13
E8A	C&Q	E8	9941B,42B,43B	BN 9934-9936	---	333,-,334	3/2	332,345	55:22	NO	2500	9682,84,86	2012	3,3,4/50	NEW	13
E8A	C&Q	E8	9944A,9945A	BN 9944,9945	---	339	2/1	332,345	55:22	NO	2500	9687,9689	2012	5/50	NEW	13
E8A	C&Q	E8	9944B,9945B	BN 9950,9951	---	344,-	2/1	332,345	55:22	NO	2500	9688,9690	2012	5/50	NEW	13
E8A	C&Q	E8	9946A,9946B	BN 9946,9952	---	340,345	2/2	332,345	55:22	NO	2500	9691,10031	2012	5/50	NEW	13
E8A	C&Q	E8	9947A,48A,49A	BN 9947-9949	---	341-343	3/3	332,345	55:22	NO	2500	11701,03,62	2023	9/50	NEW	13
E8A	C&Q	E8	9947B,9948B	BN 9953,9954	---	346,347	2/2	332,345	55:22	NO	2500	11702,11704	2023	9/50	NEW	13
E8A	C&Q	E8	9964-9966	BN 9964-9966	---	348-350	3/3	332,345	55:22	NO	2500	16705-16707	2048	8/52	NEW	13
E8A	C&Q	E8	9967-9969	BN 9967-9969	---	351,352	3/2	332,345	55:22	NO	2500	16708-16710	2048	8,9,9/52	NEW	13
E8A	C&Q	E8	9970-9977	BN 9970-9977	---	353	8/8	332,345	55:22	NO	2500	18312-18319	2059	8,9/53	NEW	13
E8A	C&Q	E8	FW&D 9981A,B	SCL 524,532	---	230,231	2/2	335,366	57:20	NO	2500	17440,17441	6458	12/52	NEW	14
E9A	C&Q	E9	9985A-9989A	BN 9985-89 WSMTD	9915-19	5/5	331,513	55:22	NO	2500	20533,5,7,9,41	2071	12/55-1/56	NEW	13	
E9A	C&Q	E9	9985B-9989B	BN 9980-84 WSMTD	9910-14	5/5	331,513	55:22	NO	2500	20534,6,8,40,2	2071	12/55-1/56	NEW	13	
E9A	C&Q	E9	9990-9995	BN 9990-95 WSMTD	9920-25	6/6	331,513	55:22	NO	2500	19529-19634	2065	6,8/34	NEW	13	
E8A	DL&W	PE22	810,811	EL 810,811	---	2/1	330,500	57:20	NO	4000	13676,13677	6232	1/51	NEW	15	
E8A	DL&W	PE22	812-819	EL 812-819	---	8/8	330,500	57:20	NO	4000	14011-14018	2033	4,5/51	NEW	15	
E8A	DL&W	PE22	820	EL 809	---	1/1	330,500	57:20	NO	4000	14019	2033	5/51	NEW	15	
E8A	DL&W	PE22	820-833	EL 820-833	---	14/14	332,270	56:21	NO	3750	12218-12231	2027	1-3/51	NEW	15	
E8A	DL&W	PE22	810,811	DL&W,EL 810,811	---	(2)/(1)	330,400	57:20	NO	4000	13675,13677	6232	1/51	NEW	15	
E8A	DL&W	PE22	952	RI 643	---	(1)/(1)	327,500	55:22	YES	3000	10306	E952	8/49	NEW	16	
E9A	FEC	---	1031-1035	IC(G) 2036-40	---	5/5	320,000	55:22	NO	4000	20083-20087	2067	1/55	NEW	17	
E8AM	GM&O	---	100A	ICG (2050)	---	1/1	312,853	55:22	NO	---	660	7504	3/53	EA	18	
E8A	IC(G)	---	4018-4021	(2010-2013)	---	4/3	323,000	52:25	NO	4000	11633-11636	2021	6/50	NEW	19,20	
E8A	IC(G)	---	4022-4025	(2014-2017)	---	4/4	325,000	52:25	NO	4000	14083-14086	2037	4/51	NEW	19,20	
E8A	IC(G)	---	4026,4027	(2018,2019)	---	2/1	329,000	52:25	NO	4000	16392,16393	2042	4/52	NEW	19,20	
E8A	IC(G)	---	4028,4029	(2020),2021	---	4/36	329,000	52:25	NO	4000	16394,16395	2042	4,5/52	NEW	19,20	
E8A	IC(G)	---	4030,4031	2022,(2023)	---	2/1	329,000	52:25	NO	4000	16396,16397	2042	6/52	NEW	19,20	
E8A	IC(G)	---	4032,4033	2024,(2025)	---	2/2	329,000	52:25	NO	4000	17751,17752	2053	4/53	NEW	19,20	
E9A	IC(G)	---	4034,4035	(2026,2027)	---	2/2	332,500	52:25	NO	4000	18787,18788	2062	4/54	NEW	19,20	
E9A	IC(G)	---	4036	(2028)	---	1/1	339,500	52:25	NO	4000	19608	7517	6/54	NEW	19,20	
E9A	IC(G)	---	4037,4038	(2029,2030)	---	2/2	339,500	52:25	NO	4000	21819,21820	7528	1,5/56	NEW	19,20	
E9A	IC(G)	---	4039,4040	(2031,2032)	---	2/2	339,500	52:25	NO	4000	22592,22593	7532	7/56,2/57	NEW	19,20	
E9A	IC(G)	---	4041,4042	(2033,2034)	---	2/2	339,500	52:25	NO	4000	23190,23193	7547	5,12/57	NEW	19,20	
E9A	IC(G)	---	4043	(2035)	---	1/1	339,500	52:25	NO	4000	26654	7600	5/61	NEW	19,20	
E9A	IC(G)	---	FEC 1031-1035	2036-2040	---	(5)/5	334,000	52:25	NO	4000	20083-20087	2067	1/55	NEW	19,20	
E8B	IC(G)	---	4104,4105	2100,(2101)	---	2/2	322,000	52:25	NO	4000	16398,16399	2042	5/52	NEW	19,20	
E9B	IC(G)	---	4106,4107	(2102,2103)	---	2/2	323,000	52:25	NO	4000	22594,22595	7532	9,11/56	NEW	19,20	
E9B	IC(G)	---	4108,4109	(2104,2105)	---	2/2	323,000	52:25	NO	4000	23191,23192	7547	7,10/57	NEW	19,20	
E8A	KCS	---	23	C&NW 5031B	---	1/(1)	334,000	57:20	NO	---	1034	8005	1/52	E3A	12,21	
E9AM	KCS	---	25	C&NW 5032A	---	1/(1)	334,000	57:20	NO	---	25355	8061	6/59	E6A	12,21	
E8A	KCS	---	26,27	---,C&NW 5032B	---	2/(1)	334,000	57:20	NO	2500	14736,14737	6312	2/52	NEW	12,21	
E8A	KCS	---	28,29	---,C&NW 5033A	---	2/(1)	334,000	57:20	NO	2500	14738,14739	6312	2/52	NEW	12,21	
E8A	L&N	E8	FRISCO 2009,15	785,786	---	(2)/0	333,250	57:20	NO	2500	10175,10181	2014	2/50	NEW	22,32	
E8A	L&N	E8	FRISCO 2007,14	787,788	---	(2)/2	333,250	57:20	NO	2500	10173,10180	2014	2/50	NEW	22,32	
E8A	L&N	E8	794,795	794,795	---	2/2	333,250	57:20	NO	4000	13830,13831	2036	5/51	NEW	22	
E8A	L&N	E8	796,797	796,797	---	2/0	333,250	57:20	NO	4000	13832,13833	2036	5/51	NEW	22	
E9A	MILW	24EP	200A,C,201A,C	30A,C,31A,C	405-408	4/4	335,000	55:22	YES	2500	21601-21604	2075	2,2,2,4/56	NEW	23	
E9A	MILW	24EP	202A-204A	32A-34A	434,-,435	3/3	335,000	55:22	YES	2500	21605,07,09	2075	4,4,5/56	NEW	23	
E9A	MILW	24EP	202C-204C	32C-34C	---	3/3	335,000	55:22	YES	2500	21606,08,10	2075	4/56	NEW	23	
E9A	MILW	24EP	205A,205C	35A,35C	409,410	2/2	335,000	55:22	YES	2500	21611,21612	2075	5/56	NEW	23	
E9B	MILW	24EP	200B-202B	30B-32B	471,450	3/3	337,400	55:22	YES	2500	21613-21615	2075	2,2,4/56	NEW	23	
E9B	MILW	24EP	203B-205B	33B-35B	472,451,452	3/3	337,400	55:22	YES	2500	21616-21618	2075	4/56	NEW	23	
E9AM	MILW	24EP	36A,C-38A,C	36A,C-38A,C	---	6/6	340,000	55:22	NO	---	26565-26570	7596	4/61	NEW	23	
E8A	MKT	---	106A,C	52A,C	ACL 549,550	SCL 580,581	2/(2)	335,000	57:20	NO	4000	11223,11224	6082	3/50	NEW	24
E8A	MKT	---	107A,C	53A,C	ACL 551,552	SCL 581,582	2/(1)	335,000	57:20	NO	4000	11225,11226	6082	3/50	NEW	24
E8A	MKT	---	131,2	54A,C	ACL 553,554	SCL 584,-	2/(1)	335,000	57:20	NO	2500	14283,14284	6268	5/51	NEW	24
E8A	MKT	---	133,4	55A,C	ACL 555,556	SCL 585,-	2/(1)	335,000	57:20	NO	2500	14285,14286	6268	5/51	NEW	24
E8A	MKT	---	135	56A	ACL 557	SCL 587	1/(1)	335,000	57:20	NO	2500	14287	6268	5/51	NEW	24
E8A	MP/T&P	---	2010,2011	30,31	---	2/0	335,270	57:20	NO	2500	14548,14549	6104	8/51	NEW	25	
E8A	MP/T&P	---	2012,2013	32,33	---	2/0	335,270	57:20	NO	2500	14557,14558	6104	10/51	NEW	25	
E8A	MP/T&P	---	2014-2017	34-37	---	4/0	335,270	57:20	NO	2500	11584-11587	6104	10,11/51	NEW	25	
E8A	MP	---	7018-7021	38-41	---	4/0	332,220	55:22	NO	2500	8635-8638	2006	6/50	NEW	25	
E8A	MP	---	88M 3821	42	---	(1)/0	332,220	57:20	NO	4000	9088	2008	1/50	NEW	25	
E9A	MP/C&E1	---	C&E1 1102	43	---	(1)/0	328,580	57:20	NO	---	24733	7565	8/58	E7A	9,25	
E8A	NYC	DPA-1A	4003,4020	PC 4003,4020	---	2/1	339,000	55:22	NO	3900	2868,4175	8025,26	6/53	E7A	26	
E8A	NYC	DPA-5A	4036-4039	PC 4036-4039	---	4/2	334,600	55:22	NO	4000	14425-14428	2016	6/51	NEW	26	
E8A	NYC	DPA-5B	4040,4041	PC 4040,4041	---	2/2	335,700	55:22	NO	4000	14583,14584	6291	8/51	NEW	26	
E8A	NYC	DPA-5B	4042-4044	PC 4042-4044	---	3/2	335,700	55:22	NO	4000	14585-14587	6291	9/51	NEW	26	

MODEL	OWNER	CLASS	ORIGINAL R/N	PRE AMTRAK R/N	AMTRAK #	QTY	WGT/LBS	GEAR RATIO	D/B	S/G LBS/HR	B/N	O/N	B/D	TRADE-IN	NOTES
E8A	PRR	EP22	5802A,5803A	PC 4282,4283	290,291	2/2	335,000	55:22	NO	2500	15666,15667	6354	7/52	NEW	27
E8A	PRR	EP22	5884A,5885A	PC 4284,4285	292,---	2/1	335,000	55:22	NO	2500	10421,10422	6079	3/50	NEW	27
E8A	PRR	EP22	5886A-5893A	PC 4286-4293	293-300	8/8	335,000	55:22	NO	2500	10423-10430	6079	3,4/50	NEW	27
E8A	PRR	EP22	5894-5899	PC 4294-4299	301-306	6/6	335,000	55:22	NO	2500	13109-13114	6181	3/51	NEW	27
E8A	PRR	EP22	5700A,5801A	PC 4300,4301	307,308	2/2	335,000	55:22	NO	2500	16769,15665	2054,6354	9,6/52	NEW	27
E8A	PRR	EP22	5902-5905	PC 4302-4305	309-311,-	4/3	335,000	55:22	NO	2500	13115-13118	6181	3,3,4,4/51	NEW	27
E8A	PRR	EP22	5806A,5807A	PC 4306,4307	312,313	2/2	335,000	55:22	NO	2500	15670,15671	6354	7/52	NEW	27
E8A	PRR	EP22	5808-5810	PC 4308-4310	314-316	3/3	335,000	55:22	NO	2500	13101-13103	6181	1/51	NEW	27
E8A	PRR	EP22	5711A-5716A	PC 4311-4316	317-322	6/6	335,000	55:22	NO	2500	16780-16785	2054	10-11/52	NEW	27
E8A	PRR	EP22	5835	PC 4317	323	1/1	335,000	55:22	NO	2500	13104	6181	1/51	NEW	27
E8A	PRR	EP22	5838,5839	PC 4318,4319	---,324	2/1	335,000	55:22	NO	2500	13107,13108	6181	2/51	NEW	27
E8A	PC	EP22	PC 4068,70,71,76	PC 4320-4323	-----	(4)/4	333,800	55:22	NO	4100	18526,8,9,34	2055	7/53	NEW	26
E8A	PC	EP22	PC 4079,80,83-85	PC 4324-4328	-----	(5)/5	333,800	55:22	NO	4100	18537,8,41-43	2055	7,7,8,8,8/53	NEW	26
E8A	RF&P	---	1001-1005	1001-1005	213,---,214	5/2	333,850	57:20	NO	4000	9528-9532	2011	11/49	NEW	28
E8A	RF&P	---	1006-1009	1006-1009	215-217,-	4/3	333,850	57:20	NO	4000	15711-15714	2050	2/52	NEW	28
E8A	RF&P	---	1010,1011	1010,1011	218,219	2/2	333,850	57:20	NO	4000	15715,15716	2050	8/52	NEW	28
E8A	RF&P	---	1012-1015	1012-1015	220-223	4/4	333,850	57:20	NO	4000	18266-18269	6471	9,10/53	NEW	28
E8B	RF&P	---	1051	1051	---	1/0	320,750	57:20	NO	4000	9533	2011	12/49	NEW	28
E8B	RF&P	---	1052,1053	ACL 765,6 SCL SEE NOTE	---	2/(2)	320,750	57:20	NO	4000	9534,9535	2011	12/49	NEW	3,28
E8B	RF&P	---	1054,1055	1054,1055	---	2/0	320,750	57:20	NO	4000	9536,9537	2011	12/49	NEW	28
E8A	RI	---	EMD 952	643	---	1/1	333,000	55:22	NO	4500	10306	E952	3/49	NEW	16,29
E8A	RI	---	644-649	644-649	---	6/4	333,000	55:22	NO	4500	14276-14281	2032	6,7/51	NEW	30
E8A	RI	---	650-655	650-655	---	6/5	333,000	55:22	NO	4500	15197-15202	2047	3,3/52	NEW	30
E8AM	RI	---	656	656	---	1/0	340,000	55:22	NO	4500	1063	8028	12/53	E6A	29,30
E8A	RI	---	UP 925	657	---	(1)/1	335,000	55:22	NO	4000	1966	8012	6/52	E7A	29,30
E8A	RI	---	UP 930	658	---	(1)/1	335,000	55:22	NO	2500	10781	2019	8/50	NEW	29,30
E8A	RI	---	UP 935,937	659,660	---	(2)/2	335,000	55:22	NO	2500	17787,17789	2052	4/53	NEW	29,30
E8A	RI	---	UP 941	661	---	(1)/1	335,000	55:22	NO	2500	18272	2060	5/53	NEW	29,30
E9A	RI	---	UP 900,901	662,663	---	(2)/2	342,000	55:22	NO	4000	21261,21262	7527	5/56	E6/3A	29,30
E9A	RI	---	UP 903,905	664,665	---	(2)/2	342,000	55:22	NO	4000	21264,21266	7527	2,1/56	E6A	29,30
E8B	RI	---	UP 930A,931A	613,614	---	(2)/2	338,000	55:22	NO	4000	10786,17791	2052	8/50,2/53	NEW	29,30
E8B	RI	---	UP 936A-939A	615-618	---	(4)/2	338,000	55:22	NO	4000	17796-17799	2052	2,3/53	NEW	29,30
E8B	RI	---	UP 946A,947A	619,620	---	(2)/1	338,000	55:22	NO	4000	18275,18276	2060	4/53	NEW	29,30
E8A	SAL	---	3049-3054	SCL 588-593	-246-250	6/5	321,400	55:22	NO	4000	13274-13279	6192	10/50	NEW	31
E8A	SAL	---	3055,3056	SCL 594,595	251,252	2/2	329,350	55:22	NO	4000	17339,17340	6426	11,12/52	NEW	31
E8A	SAL	---	3057-3059	SCL 596-598	253,-,254	3/2	329,350	55:22	NO	4000	17341-17343	6426	12/52	NEW	31
E9A	SAL	---	3060	SCL 599	404	1/1	324,800	55:22	NO	4000?	28524	7667	12/63	E6A	31
E8A	SCL	---	Fw&D 9981A,81B	524,532	230,231	(2)/2	335,366	57:20	NO	2500	17440,17441	6458	12/52	NEW	14
E8A	SLSF	---	2006,2007	2006;L&N 787	---,226	2/(1)	330,400	57:20	NO	2500	10172,10173	2014	2/50	NEW	22,32
E8A	SLSF	---	2008,2009	2008;L&N 785	---	2/0	330,400	57:20	NO	2500	10174,10175	2014	2/50	NEW	22,32
E8A	SLSF	---	2010-2013	2010-2013	---	4/0	330,400	57:20	NO	2500	10176-10179	2014	2/50	NEW	32
E8A	SLSF	---	2014,2015	L&N 788,786	227,---	2/(1)	330,400	57:20	NO	2500	10180,10181	2014	2/50	NEW	22,32
E8A	SLSF	---	2016,2017	2016,2017	---	2/0	330,400	57:20	NO	2500	10451,10452	2014	5/50	NEW	32
E8A	SLSF	---	2018,2019	2018,2019	---	2/0	330,400	57:20	NO	2500	10528,10529	2014	5,6/50	NEW	32
E8A	SLSF	---	2020-2022	2020-2022	---	3/0	330,400	57:20	NO	2500	11965-11967	2014	7/50	NEW	32
E8A	SP	DP7 (EP623A-1)	6018	6018	---	1/0	323,550	55:22	YES	4000	9317	2010	1/50	NEW	33
E9A	SP	DP12(EP624A-1)	6046-54	6046-6054	---	9/1	336,000	55:22	YES	4000	20095-20103	2068	12/54	NEW	33
E8A	SR	---	2923-2929	6900-05,16	---	7/7	334,600	55:22	NO	2500	14172-14178	2039	9/51	NEW	34
E8A	SR/NO&NE	---	6906-6915	6906-6915	---	10/10	329,300	55:22	YES	2500	19004-19013	2063	11-12/53	NEW	34
E9A	UP	---	900-903	RI 662,63,-,664	---	4/(3)	339,100	52:25	YES	4000	21261-21264	7527	5,5,5,2/56	E3/6A	35,36
E9A	UP	---	904-907	SEE NOTES 411,-,412	---	4/3	339,100	52:25	YES	4000	21265-21268	7527	1,1,1,6/56	E6A	35,36
E9A	UP	---	908,909	908,909 (413),414	---	2/2	339,100	52:25	YES	4000	26672,26673	7604	8/61	E7A	35,36
E9A	UP	---	910,911	910,911 415,416	---	2/2	339,100	52:25	YES	4000	27694,27695	7629	12/62	E7A,B	35,36
E9A	UP	---	912-914	912-914 417-419	---	3/3	339,100	55:22	YES	4000	28667-28669	7689	12/63-1/64	E7A	35,36
E8A	UP	---	925	RI 657	---	1/1	332,450	55:22	YES	4000	1966	8012	6/52	E7A	35,36
E8A	UP	---	926,927	926;C&NW 507	325,---	2/2	332,450	55:22	YES	2500	10777,10778	2019	5,6/50	NEW	36
E8A	UP	---	928-930	928,929;RI 658	-,326,-	3/3	332,450	55:22	YES	2500	10779-10781	2019	7,8,8/50	NEW	36
E8A	UP	---	931-933	931-933	327-329	3/3	332,450	55:22	YES	2500	17783-17785	2052	3/53	NEW	36
E8A	UP	---	934,935	C&NW 508;RI 659	---	2/(2)	332,450	55:22	YES	2500	17786,17787	2052	4/53	NEW	36
E8A	UP	---	936-938	936;RI 660;938	-,-,330	3/(2)	332,450	55:22	YES	2500	17788-17790	2052	4/53	NEW	36
E8A	UP	---	939,940	939;C&NW 509	331,---	2/(2)	332,450	55:22	YES	2500	18270,18271	2060	5/53	NEW	36
E8A	UP	---	941,942	RI 661;C&NW 510	---	2/(2)	332,450	55:22	YES	2500	18272,18273	2060	5/53	NEW	36
E9A	UP	---	943-947	943-947	420-424	5/5	335,170	55:22	YES	4000	19281-19285	2058	5,5,5,6,6/54	NEW	36
E9A	UP	---	948-950	948;C&NW 511;950	425,-,-	3/3	335,170	55:22	YES	4000	20485-20487	2070	5/55	NEW	36
E9A	UP	---	951-953	951-953	-,426,427	3/3	335,170	55:22	YES	4000	20488-20490	2070	6/55	NEW	36
E9A	UP	---	954-956	954-956	-,428,429	3/3	335,170	55:22	YES	4000	20491-20493	2070	6,7,10/55	NEW	36
E9A	UP	---	957-959	957-959	430-432	3/3	335,170	55:22	YES	4000	20494-20496	2072	9,9,10/55	NEW	36
E9A	UP	---	960-962	960-962	-,433,-	3/2	335,170	55:22	YES	4000	20497-20499	2072	10,10,11/55	NEW	36
E9B	UP	---	900A-904A	900A-904A	---	5/0	339,100	52:25	YES	4000	21269-21273	7527	1,1,2,1,1/56	E6/3B	35,36
E9B	UP	---	910A,911A	C&NW 501;911A	---	2/2	339,100	55:22	YES	4000	27696,27697	7629	12/62	E7B	35,36
E9B	UP	---	912A,913A	912A;C&NW 502	454,---	2/2	339,100	55:22	YES	4000	28670,28671	7629	11,12/63	E7B	35,36
E8B	UP	---	922A-925A	922,3,4A;C&NW 503	---	4/(1)	335,400	55:22	YES	4000	745,46,42,43	7503	2,3,3,4/53	E2B	35,36
E8B	UP	---	926A,927A	926A,927A	---	2/1	333,440	55:22	YES	4000	10782,10783	2019	5,6/50	NEW	36
E8B	UP	---	928A-930A	928A,929A;RI 613	---	3/(1)	333,440	55:22	YES	4000	10784-10786	2019	7,8,8/50	NEW	36
E8B	UP	---	931A-933A	RI 614;932A,933A	-,371,-	3/2	333,440	55:22	YES	4000	17791-17793	2052	2/53	NEW	36
E8B	UP	---	934A,935A	C&NW PARTS,504	---	2/(1)	333,440	55:22	YES	4000	17794,17795	2052	2/53	NEW	36
E8B	UP	---	936A-939A	RI 615-618	---	4/(4)	333,440	55:22	YES	4000	17796-17799	2052	2/53	NEW	36
E8B	UP	---	940A,941A	940A,941A	372,373	2/2	333,440	55:22	YES	4000	17800,17801	2052	3/53	NEW	36
E8B	UP	---	942A-944A	942A-944A	---	3/0	333,440	55:22	YES	4000	17802-17804	2052	3/53	NEW	36
E8B	UP	---	945A-947A	945A;RI 619,620	---										

1. AT&SF's E8A/Bm's are 2000hp, rebuilt with a few parts from the two pre E-unit boxcabs and E1A/B's #1,2611,2-9,2A,3A,4A on the data listed as new E8's. Original plans were to retain old E1 numbers after the "rebuilding" but in 2/53 after only four E8's had been built (2,4,5,4A) it was decided to assign them new 80 class numbers. These first four were renumbered as shown 2/53. Official trade in credits show 80-87 "rebuilt" from E1's 2,2A, 3,5,6,7,8,9 respectively & 80A-81A from 1,4A,3A,1,2611 (ex 1A).
2. AT&SF dispositions: 80,81 traded in to EMD in 3/70,82 wrecked at Hardin, Mo. on 8/13/59 and scrapped soon after,83 traded in to EMD 11/69,84 retired 5/25/70, t-i to EMD mid/70,85-87 t-i to EMD 11/69,88A to EMD 3/70,81A-81A t-i to EMD 11/69 on GP38's.
3. ACL E8's 500,532 are 2250hp (not m's) and were "rebuilt" from wrecked E3A 500 and E7A 532. E8A 517 wrecked before 7/67 SCL merger and scrapped. Ex RF&P E8B's retired mid/1971, t-i to EMD.
4. B&O's E8A/Bm's are 2000hp and were built using some parts from trade-in EA/EB's of the same number. (note: some B&O EG/7's have E8/9 style grills but should not be confused with these)
5. B&O dispositions:1433,34,36,37 traded in on SD40's in 1/68-e/1969,1435,38 t-i to EMD 12/71,1/72,1439,43 to Amtrak,1440 1st r# C&O 4006 then r# 1463(now Amtrak 210),1441 sold for scrap to Naporano Iron & Metal in 1969,1442 t-i to EMD 1/1970,1444 t-i to EMD 7-8/69,1445 t-i to EMD 7/71,remainder to Amtrak, 2414 t-i to EMD 7-8/69,2416 sold to L&N for parts,then scrapped 2415,17,18,19 all t-i to EMD 1968-69,1968-69,3/70,1966,scrapped
6. B&M E8A 3821 sold to Missouri Pacific in 6/62 and r# 42.
7. CP E8A 1801 wrecked and retired on 10/31/69,now scrapped.
8. Central of Georgia E8A's 811,812 were delivered in CoFG paint (see GM Scrapbook P.101)but were repainted in the late 1950's of early 1960's in IC's chocolate & orange for pool service (though still lettered for CoFG) and were frequent visitors of Chicago. 811 & 812 traded in to EMD by SR in 2/71.
9. C&E1 E8A 1102 was built from parts of wrecked E7A 1102 in 8/58. 1102 is 2400hp (not an "m"). Became MoPac 43 in 2/68.
10. C&O dispositions:4000 retired 2/71, t-i to EMD,4001 to B&O 4001 then r# 1460 (10/67), t-i to EMD 1/72,4002 ret. and sold for scrap to NIKM 10/69,4003 r# C&O 1468 in 1971,sold for scrap to Striegel Equip. 12/71;4004 retired in 1969,t-i to EMD;4005 ret. in 1969,t-i to EMD 1-2/70;4006 r# B&O 1440 2nd about 10/68,t-i to EMD 7/69;4007 r# B&O 1464 in 7/68, ret. in 1972 and t-i to EMD;4008 ret. and t-i to EMD about 10/69;4009 r# B&O 1465(7/68) ret. & t-i to EMD 12/71;4010 cnb by 9/70,t-i to EMD 1/1970;4011 r# B&O 1461(10/67),t-i to EMD 12/71;4012 r# B&O 1466(7/68),t-i to EMD 12/71;4013 r# B&O 1467(7/68),now Amtrak 211;4014 retired in 1969,t-i to EMD;4015 cnb by 9/70,t-i to EMD 1/70;4016 r# C&O 1469(1971),t-i to EMD 1-2/72;4017 r# B&O 1462(10/67)cnb by 9/70 t-i to EMD 2/71;4018 ret. in 1969,t-i to EMD;4019 ret. 2/71,t-i to EMD;4020 ret. 1970 t-i to EMD;4021 ret. 2/71,t-i to EMD;4022 ret. in 1969,t-i to EMD;4023 wrecked and retired 10/64;4024 cnb by 9/70,t-i to EMD 12/70;4025 r# C&O 1470(1971),t-i to EMD 12/71 4026 r# C&O 1471(1971) assigned Amtrak 212(as of 2/1/71 still running as C&O 1471);4027 r# C&O 1472(1971),t-i to EMD 12/71;4028 r# C&O 1473(1971),ret. in 1972,t-i to EMD;4029 ret. in 1970,t-i to EMD;4030 wrecked,t-i to EMD 7/69.No 4000's remain.
11. C&NW purchased 17 E8/9's from UP in 9-10/72. Six (906,902B, 926B,934B,953B,955B) in the worst condition were cannibalized then sold for scrap to PNC in e/1973. The 11 remaining 900's were rebuilt by C&NW for Chicago commute service during 2-7/73 and renumbered into the 500 series as shown. B units 501-506 were rebuilt with cabs and short "Crandall" noses.
12. C&NW E8A's 5021A,B-5030A,B,5031A were rebuilt on the following dates with Cummins diesel-generator sets (replacing steam generators) for commuter service in the Chicago area:5021A,B,5022A 5022B all in 1959;5023A,B,5024B,5025B,5026A,B in 7,8,9,3,3,5/1960;5027A,B,5028A,B,5029A,B,5030B,5031A in 10,2,3,3,10,11,12,7/61;5030A in 11/63 and 5024A,5025A in 2,2/64. The ex KCS E8/9 units were similarly rebuilt after their purchase in 4/1970. E8A 5032B(ex KCS) was damaged 4/26/72 at Lake Geneva, Wisc. in a collision with runaway GP7 1647. 5032B now scrapped.
13. CB&Q and BN dispositions: CB&Q 9939B was wrecked and burned in 8/69,taken to West Burlington shops and scrapped or traded in to EMD before the BN merger. BN 9932 sold for scrap 6/27/72 to Naporano Iron & Metal;9935,38,39,40,77 sold 8/18/72 to West Suburban Mass Transit District of Chicago(WSMTD)and rebuilt by MK to 9900-9904 in 2/74,12/73,12/73,2/71,1/74;9914 sold for scrap to PNC 11/23/71;9951 sold to J. Simon & Sons 9/29/72 and resold in 1973 to MK as a parts supply, will be cnb and scrap, 9967,70-76 retained for service and remainder of E8A's sold to Amtrak 8/72, r# as shown. E8's 9980-9995 to WSMTD 8/18/72 and rebuilt by MK to 9910-9925 in 3/73,9/73,10/73,10/73,9/73,11/73, 8/73,11/73,8/73,4/73,6/73,5/73,7/73,7/73,5/73,6/73.
14. F&W(DCB&Q) 9981A,B sold 4/11/68 to PECO, resold 5/68 to SCL.
15. DL&W 810,811 are ex EMD demonstrators 810,811,acquired in 3/51. 820 r# EL 809 in 10/60. EL 811(only EL E unit retired)was wrk in 3-5/70, and moved to Hornell shops by 6/10/70, sighted 8/70 in the Chicago area on an eb EL freight. Scrapped about 5/7/72.
16. EMD Demo 952 was built with dynamic brakes but these were removed and replaced with a water tank when sold to RI in 3/50.
17. FEC 1031-1035 were sold to IC via PNC in 7,5,7,11,8/69 and r#.
18. GM&O 100A is 2000hp, rebuilt from parts of EA 100A,ex Alton 100A,nee B&O 52 1st. Assigned ICS #2050 in 10/72 but is currently stored out of service at Paducah,Ky. shops as GM&O 100A.
19. IC's current rebuild program was originally to include all of their E units as well as GP7/9/18's and switchers. New 2000 series numbers were to be assigned to the rebuilt units as shown in the second column. Only 4 E-units were ever outshopped as follows: 1029 to 2021 in 2/69,1030 to 2022 in 9/67,4032 to 2021 in 7/68 and 4104 to 2100 in 2/68. Ex FEC E9's are not rb.
20. IC(G) dispositions:2022(ex 4030) wrecked and retired 11/69,now scrapped;1019 wrecked and burned at Loda, Ill.,retired 1/70 & scrapped at Paducah after 5/19/70;4026 was retired in 3/71 and scrapped at Paducah. 2024,4025,4031,4043,4109 were all wrecked 6/10/71 near Salem,Ill. and are now stored in wrecked condition at Paducah pending scrap or t-i. Also currently stored at Paducah are 4018,4021,4035,4055,4057,4039,4040,4042,4106,07, 2036,2037,2038 out of service. 4041 seen 8/1/73 being worked on in shops,2021 to Amtrak 456(E8 rated as a E9 due to IC rebuild) 2039,4028,4051 in service painted Amtrak(but still owned by ICG) 2100,1105,2010,4020,4022-4024,4027,4056,4038,4108 in service.
21. KCS E8A 23 is 2250hp while E9Am 25 is 2000hp, built with some parts from trade-in E3A & E6A 23,25. E8A 26 retired and t-i to EMD,28 wrecked 12/8/67 at Baton Rouge,La in collision with GP30 109(see Trains 3/68 P.10) and traded in to EMD on a SD40 in 1968. Remaining E8/9's 23,25,27,29 sold 1/70 to C&NW and r# 5031B,5032A,5032B,5033A. 5032B wrecked 4/72 and retired & scr.
22. L&N dispositions: 785,786,796,797 traded in to EMD on SW1500's in 9-10/72. 787,788,791,795 sold to Amtrak 226,227,224,225.
23. Milwaukee Road dispositions:30A,C,31A,B,C,32A,B,33B,34A,B,35A, 35B,C sold to Amtrak 405,06,07,71,08,31,50,72,35,51,09,52,10; 30B,32C,33A,34C sold to PNC in 4/72 for parts then scrap; 33C, 36A,C,37A,C,38A,C sold 11/28/73 to North Suburban Mass Transit District (NSMTD) for commuter operations in Chicago.
24. MKT dispositions:52A,C,53A,C,54A,C,55C,56A sold via PECO. in ?/66 to ACL as 549-556(then SCL 580-587). 55A sold for scrap?
25. MP & T&P dispositions: 30,33,35,36 t-i to EMD 1/70 for SD40's; 31,32,34 were retired & traded in 4/69 to GE on U30C's; 37,38,39, 40,41,42,43 traded in to EMD on GP38-2's in 12/71, 1/72, 5/72, 5/72,5/72,1/72. All scrapped
26. NYC's wrecked E7A's 4003,4020 traded in on E8A's 4003,4020. NYC/PC Dispositions other than to Amtrak: 4003 ret. 6/27/73, 4037 ret. 6/27/73,4039 and 4042 in service,4046 in Altoona scr. line by 6/71,ret. 6/27/73;4050 ret. 6/27/73,4062 in service; 4063,4064 in service;4065 in scrap line by L/72,ret. 4/25/73; 4066 in scrap line by 6/71,ret. 6/27/73,4067 same as 4065;4068 r# 4320(1/74) in service;4069 wrecked 11/11/69 at New Carlisle, Ohio,ret. 2/4/70;4070,4071 r# 4321,4322(1/74) in service; 4072 dead at Altoona shops 6/71,ret. 6/27/73;4073,4074,4075 all 3 ret. 8/15/73,9/24/69,8/15/73;4076 r# 4323(1/74) in service;4077 (NYC) wrecked 12/18/65 at Worthington, Ohio,scrapped 3/31/66 at Collinwood shops;4078 ret. 8/15/73;4079,4080 r# 4324,4325(1/74) in service;4081 at Altoona shops 6/7/71,ret. 6/27/73;4082 ret. 10/24/73;4083,4084,4085 r# 4326,4327,4328(1/74);4086 wrecked 9-10/68,at Collinwood 10/12/68,scrapped or t-i in 1969;4087 ret. 10/24/73;4088 in Altoona scrap line 6/71,ret. 4/25/73; 4089 ret. 8/15/73;4090 in scr. line 6/71,ret. 6/27/73;4091-4093 same as 4090;4094 ret. 10/24/73;4095 ret. 8/15/73.(note: PC's retirement date can be many months after units is out of service.) Most of the above listed as retired were t-i to EMD.
27. PRR/PC Dispositions other than to Amtrak: 4247 ret. 8/15/73; 4255 ret. 8/15/73;4259 ret. 8/15/73;4260 ret. 4/25/73;4271 ret. 12/13/72,recalled from retirement, to Amtrak 280;4272 (reported sighted at PECO on 7/15/70) recalled, to Amtrak 285;4283 ret. 12/13/72,recalled, to Amtrak 291;4295 ret. 12/13/72,recalled, to Amtrak 302,4311 in Altoona scrap line 10/31/71,recalled, to Amtrak 311;4318 ret. 6/27/73;4285,4305 retired;the remainder (4246,48,49,51,53,56,57,58,61-68,70,72) are in service ?
28. RF&P dispositions:1002,1003,1004,1009 t-i to EMD 4/72 for their GP40-2's;1001,1005-1008,1010-1015 to Amtrak as shown,1051-1055 traded in to EMD 6/65 for SW1200's 81-85,1052,1053 resold by EMD to ACL as 765,766(SCL 6708,6718) both t-i to EMD by SCL.
29. RI 643 ex EMD demo 952,acq. 3/50;656 is a 2000hp E8Am rebuilt from parts of wrecked E6A 627;613-620,657-663 ex UP 900 series as shown, purchased 3-5/69.
30. RI dispositions:616 scrapped about 1970;617 t-i to EMD 4/70; 619 t-i to EMD 1970-71;645 t-i to EMD 12/72 for D&RGW GP40-2's (in trade for D&RGW GP7's);647 scrapped;648 wrecked 12/71,t-i to EMD;651 wrecked,t-i to EMD 2/65;656 wrecked at Montgomery, Ill. and traded in to EMD 2/65, on a GP35. Rest in service.
31. SAL 3060 (SCL 599) is 2400hp, "rebuilt" with a few parts from t-i E6A 5016. SCL 588,597 retired after 4/71,before mid 1972.
32. SL-SF dispositions: 2007,2009,2014,2015 sold to L&N as 787,785, 788,786 in 1965(see note 22 for further details);2020,2021,2022 traded in to EMD in 7-8/68 on SD45's;2006,2008,2010,2011,2013, 2016,2017,2018,2019 t-i to EMD on SD45's at an unknown time.
33. SP dispositions: E8A 6018 (ex demo 5600A ??) retired 10/26/67, to GE in 1/68;E8A's 6046 to EMD 2/70,6047 wrecked, to National Metals 11/67,6048,6049 t-i to GE 4/70,2/71,6050 to EMD in 2/70, 6051 donated 12/31/69 to Pacific Coast Chapter of R&LHS, to be painted "Daylight" colors and placed on display in Sacramento, Cal.,6052 wrk. to NM 11/67,6053,6054 t-i to GE in 2/71 & 4/70, 6054 then resold as scrap to Precision Engineering in 6-7/70.
34. SR E8's 2923-2929 renumbered to 6900's about 9/72. Extra capacity water tanks under all SR & NOKNE E8's force placement of air reservoirs on the roof. NO SR E8A has been retired yet.
35. UP E9's 900-911 and 900B-915B are 2400hp (not "m") and were "rebuilt" from parts of E2/5/6/7 trade-ins 987(E6A),991(E7A), 992-997(E6A),998,999,986(E7A),991B(E7B),988,989,990(E7A),985B, 985C,987B,C(E6B),992B(E3B),996B,998B,988B,990B(E7B). E8's 925, 922B-925B are 2250hp and were "rebuilt" from parts of trade-in units (C&NW 5007B(E7A),985B,C,984B,C(E2B). All other UP E8/9's built without trade-ins.

36. UP dispositions: 900, 901, 905, 905, 925, 970, 975, 977, 911, 950B, 951B, 956B, 957B, 958B, 959B, 946B, 917B sold to Rock Island in 5-6/69 & r# as shown; 906, 902B, 926B, 954B, 955B, 955B sold to C&NW 9-10/72 for parts then sold to PNC for scrap; 910B, 915B, 925B, 955B, 960B, 962B, 927, 934, 910, 912, 919 sold at the same time for use by the C&NW and r# as shown (see note 11 for more details); 904, 907-914, 926, 929, 931, 932, 953, 958, 959, 913-918, 952, 955, 955-959, 961, 911B, 912B, 927B, 952B, 940B, 941B, 18B, 51B, 52B, 54B, 56B-959B, 961B, 965B-967B, 970B, 971B, 972B all sold to Amtrak in 1972 and r# as shown (note: 12 of these units, now Amtrak 412, 414, 420, 427, 428, 527, 531, 571, 573, 456, 463, 469, were originally leased to Amtrak during 5-8/72 and numbered in the 1500, 1400 series, 1000 higher than there Amtrak number, all were renumbered, eliminating the "1", in 8-10/72); 902, 956, 900B, 901B, 903B, 904B, 924B, 953B, 912B, 915B, 915B, 949B were traded in to EMD in 5-1/69, 11/69, 2/70, 3/70, 7/70, 5/70, 5/69, 7/70, 1/69, 3/69, 7/70, 7/70, and scrapped; 950 sold to M-K as a parts supply, to be scrapped; 950B sold to PNC for the same reason; 962 was wrecked and scrapped in 1968; 928B and probably 922B, 923B, 929B were traded in to EMD in 1970-71; 944B to PNC for parts and then scrap; 928, 951, 954, 960, 968B, 969B, 975B, 971B were retained by UP for special runs (928, 968B, 969B, 971B were temporarily leased to Amtrak but recently returned).
37. Wabash/N&W dispositions: 1000 r# N&W 3800, ret. 9/67 and t-i to EMD on SD45; 1003, 1004 were retired 7/65 without being r# N&W and t-i to EMD on SD35's; 1005 retired 10/65 w/o being r# N&W & t-i on SD45 in 1966; 1006 r# N&W 3806, retired 9/67, t-i on SD45, 1007 ret. 6/66 w/o N&W # and t-i on SD45; 1008 r# N&W 3808, sold for scrap to PNC 6/70 upon retirement, 1009 (EMD's 10,000th locomotive) was donated (as Wabash 1009, but in N&W blue) to the City of Roanoke on 6/17/67 and is now on display at the Roanoke Transportation Museum in Wasena Park (ret. in 8/66); 1010, 1011 retired 4/66, 10/65 and traded in on SD45 before being r#; 1012 r# N&W 3812, ret. 8/67 and t-i on SD45; 1013, 1014 wrecked at Hand, Mich. in 8/61 and retired by Wabash, t-i by N&W in 1965 on SD35's; 1015 r# N&W 3815, ret. 6/70 and sold for scrap to PNC.

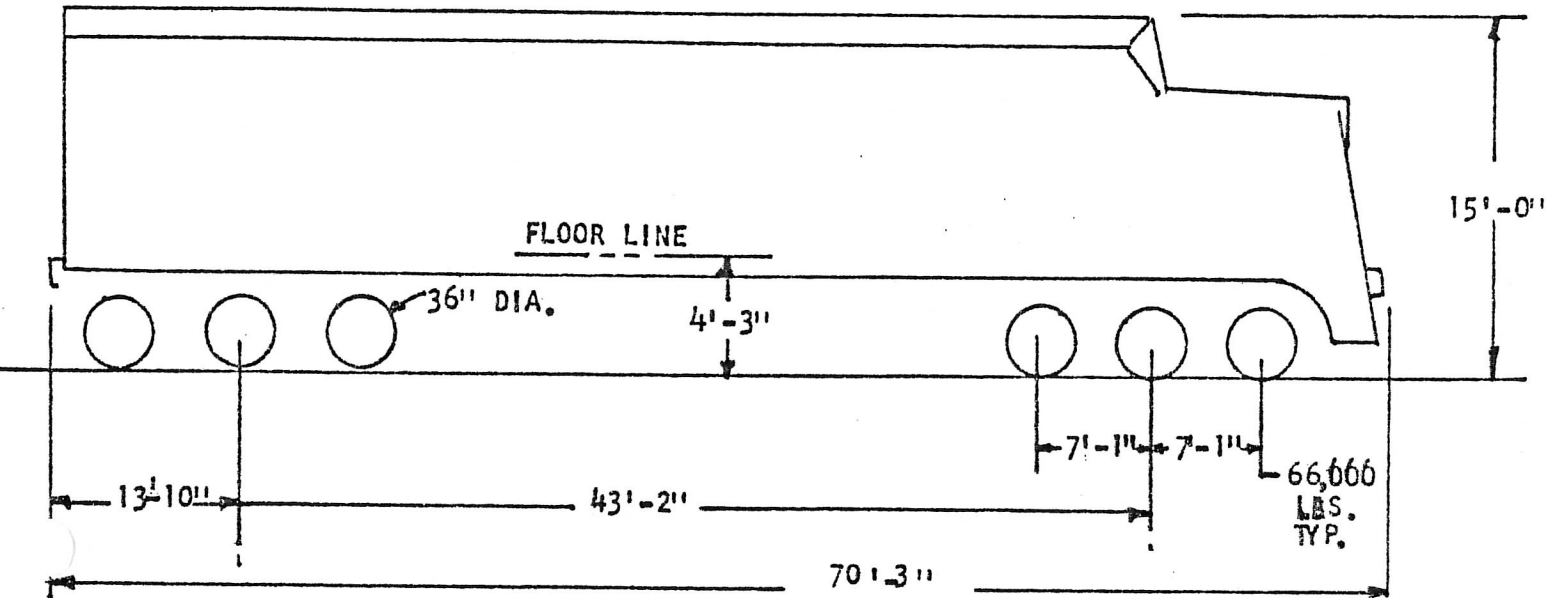
AMTRAK only roster notes

58. RDC's 10-20 were originally NYNH&H 56-59, 41, 44, 48, 21, 23, 51, 53.
 59. RDC's 27-29 were originally NYNH&H 110, 111, 162 (they never received their assigned PC numbers 85, 81, 87). All three were built as "Roger Williams" train equipment, 110, 111 (Amtrak 27, 28) having streamlined nose control cabs at one end.
 10. RDC's 51, 52 were originally Western Pacific 375, 376.
 11. RDC 51 was originally New York Central M180.
 12. RDC's 55, 56 originally NYNH&H 120, 121 (121 never given PC #82).
 45. RDC 12 was originally Duluth Missabe & Iron Range #1.
 44. RDC 15 was originally to become Amtrak 35 but assigned 45.
 45. Turbo's 54-57 were originally CN P-105, P-203, P-102, P-202.
 46. Turbo coach's 76-79 originally CN T-211, T-209, T-207, T-206.
 47. Turbo equipment 51, 55, 76, 77 were destroyed in a wreck & fire at Ballantyne Jet., Quebec 7/20/73 while testing for Amtrak officials.
 48. F-units 100-107 were originally Northern Pacific 6502C 2nd, 6508C, 6509A, 6509C, 6511A, 6511C, 6512A, 6513A.
 49. F-units 150, 151 are ex GN 383B (nee 162C) & 381B (nee 464B); 152-154 originally NP 6510B, 6511B, 6513B; 155 ex NP 6551B, ex 6006B 2nd, 6017B 1st, nee 6505B 1st (Amtrak # is its sixth number); 156 ex NP 6552B, 6006C 2nd, 6017C 1st, nee 6506B 1st, (6 numbers also).
 50. Due to a mix up in BN renumbering sheets, Amtrak 101 was first renumbered 102 for a few weeks then corrected to 101.
 51. GG1's 905, 909, 924 were originally r# Amtrak 902 1st, 908 1st, 931 1st by dropping the "4" from their PC number (i.e. 951 ex PC 4951). A final Amtrak renumbering plan placed all 30 ex PC GG1's into a solid block from 900 to 929.

This Roster covers AMTRAK's powered equipment assigned #1-999. Non-powered passenger equipment is assigned #1000-9999 as follows: 1000's are baggage cars and combines; 2000's are slumber-coaches and sleepers; 3000's are lounge, parlor & snack cars; 4000's are coaches; 5000's, 6000's, 7000's are all coaches assigned by seating capacity (i.e. 5200 series are 52 seat cars); 8000's are diners; 9000's are domes and hi-level cars. For a detailed account of each car we recommend the purchase of Wayner Publications' AMTRAK Car Spotter an 80 page book listing each car line-by-line and illustrated by John H. Kuehl, \$4.95.

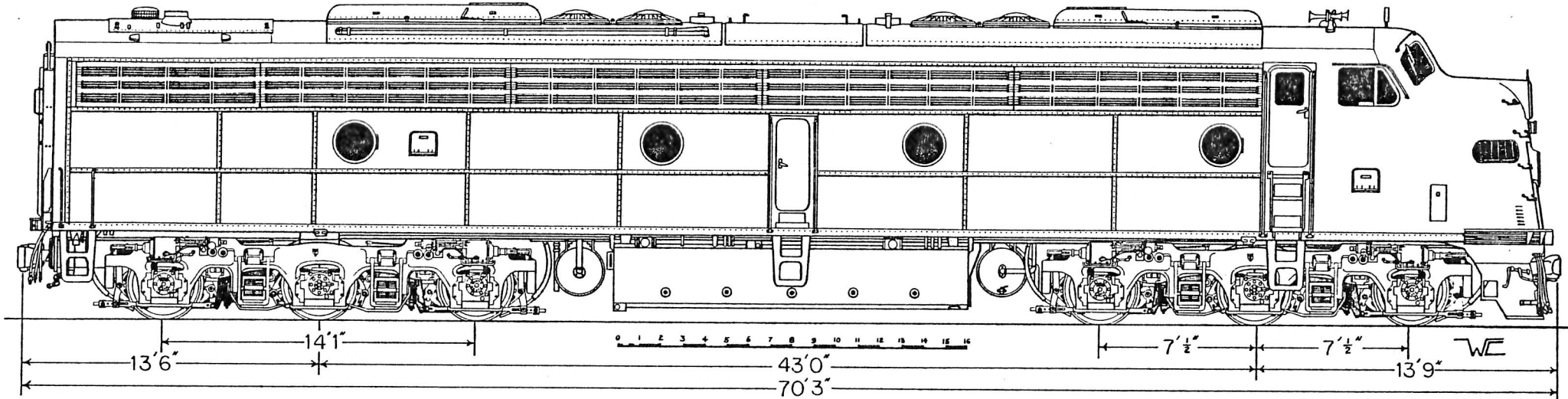
Southern Pacific
 Diesel No. 6051
 G.M. - E.M.D.
 1954

GENERAL SPECIFICATIONS



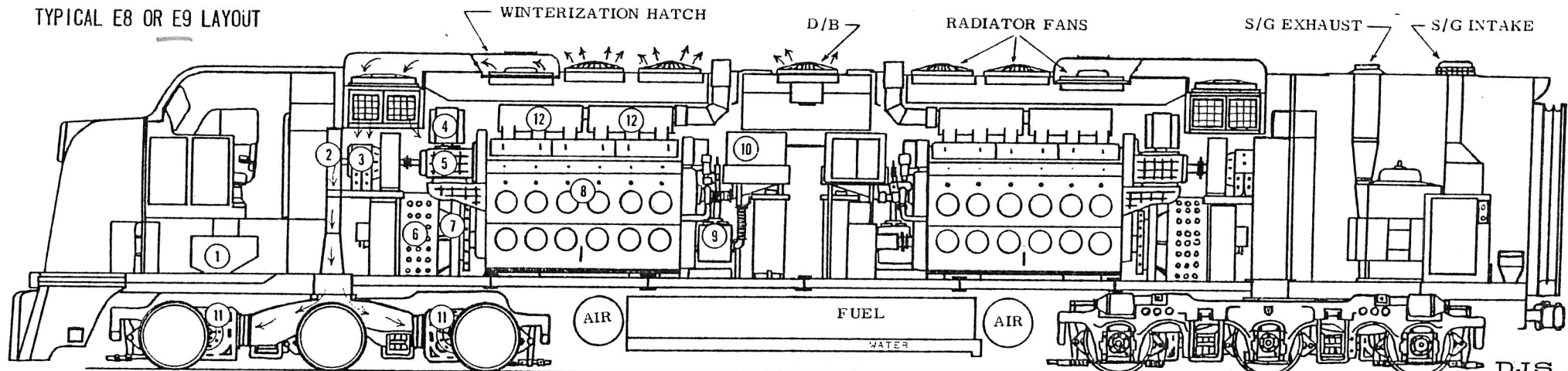
Length	70' 3"
Width	10' 7 1/2"
Height	14' 10 1/2"
Weight	331,000 pounds
Trucks	Blomberg A-1-A
Wheel Base	14' 1"
Bolster Centers	43'
Wheel Size	36"
Main Generator	D15B-D16
Traction Motor	D37
Engine	(2) 12 cylinder 567C
Horsepower	2400
RPM	800
Fuel Capacity	1200 gallons

EARLY E8 3/49-9/51



Drawing by Win Cuisinier

TYPICAL E8 OR E9 LAYOUT



Drawing by Don Strack

1. Sand Box
2. Traction Motor Blower
3. Auxiliary (DC) Generator
4. Engine Air Intake Filters
5. Roots Blower
6. D15 Main (DC) Generator
7. Alternator (AC Gen. for Accessories)
8. 12-567AC, B, BC, or C Engine
9. Air Compressor
10. Cooling Water Tank
11. D27 or D37 Traction Motor
12. Exhaust Manifold

Spec-Profile

Year	Model	EMD Spec	Avg. Wt.	Config.	Truck	Wheel Base	Bolster Centers	Wheel size	Length	Main Generator	Traction Motor	Engine	hp	RPM	MEP psi	Gal. Fuel
1945	E7A	8005	315,000	A64	Blom-A	14'1"	43'0"	36"	71'1 1/4"	D4D	D7, D17	2-12-567A	2000	800	80	1200
1945	E7B	8006	305,000	B64	Blom-A	14'1"	43'0"	36"	70'0"	D4D	D7, D17	2-12-567A	2000	800	80	1200
1949	E8A	8016	318,560	A64	Blom-A	14'1"	43'0"	36"	70'3"	D15-D16	D27	2-12-567B	2250	800	90.5	1200
1949	E8B	8017	308,300	B64	Blom-A	14'1"	43'0"	36"	70'0"	D15-D16	D27	2-12-567B	2250	800	90.5	1200
1954	E9A	8029	331,800	A64	Blom-A	14'1"	43'0"	36"	70'3"	D15B-D16	D37	2-12-567C	2400	800	96	1200
1954	E9B	8030	327,000	B64	Blom-A	14'1"	43'0"	36"	70'0"	D15B-D16	D37	2-12-567C	2400	800	96	1200
For Comparison																
1973	SDP40F	8092?	399,000	C66	HTC	13'7-3/8"	46'0"	40"	72'4"	AR10B4	D77	16-645E3	3000	900	141	2500



E9

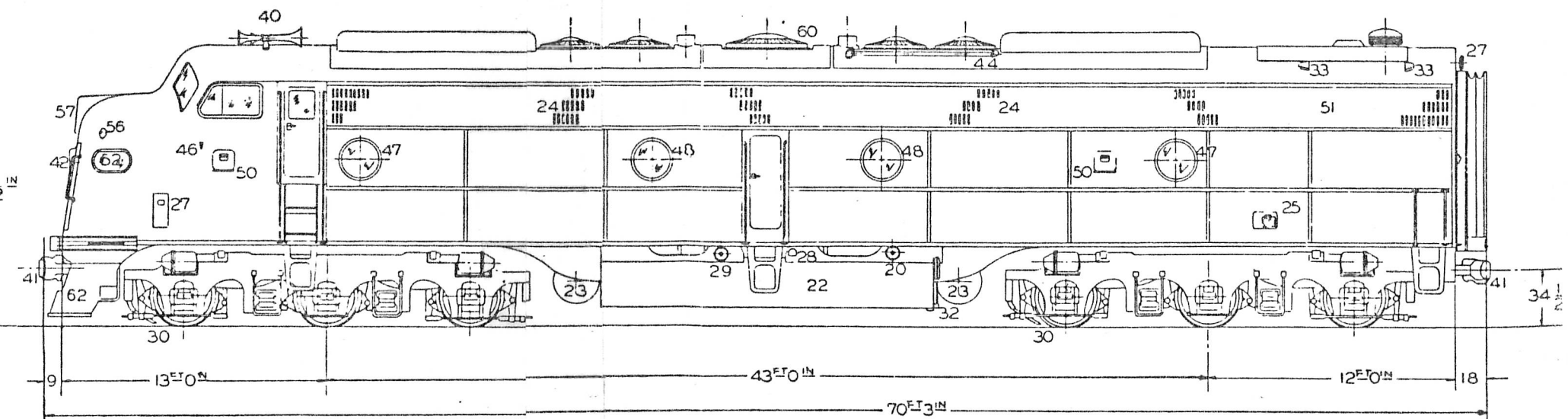
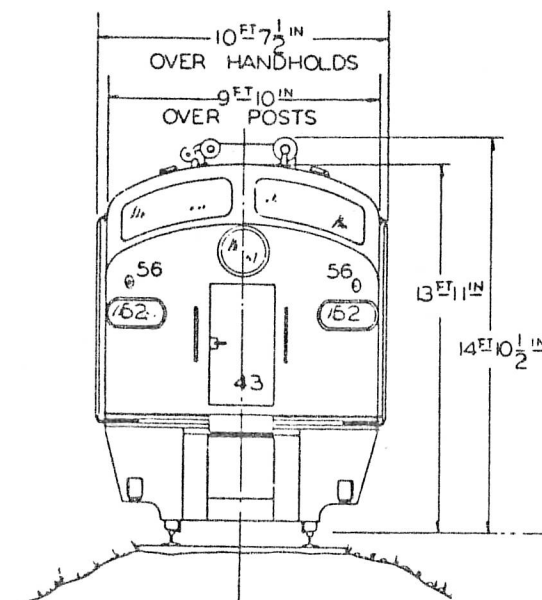
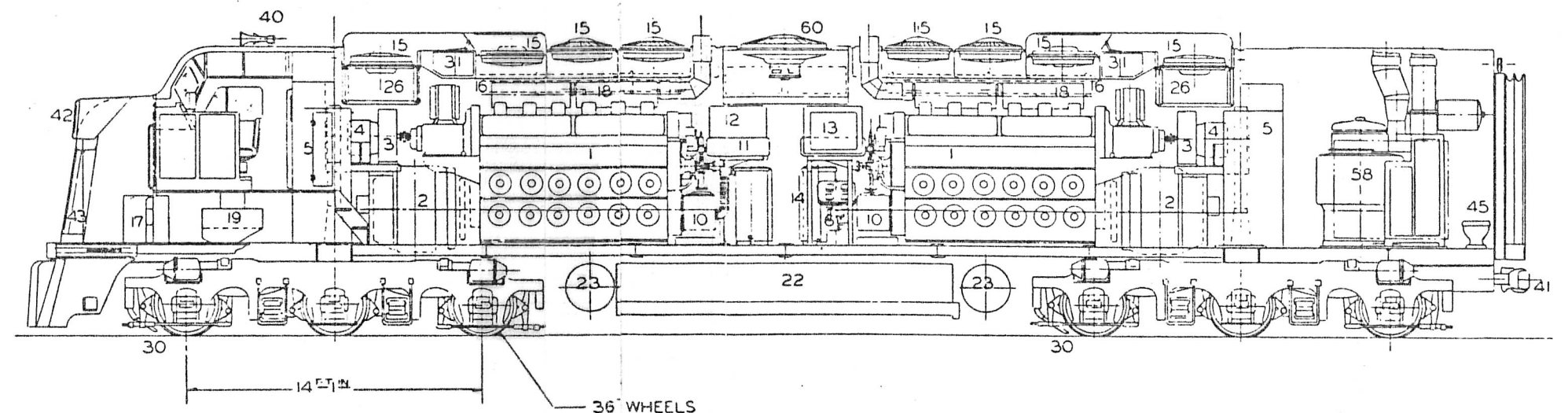
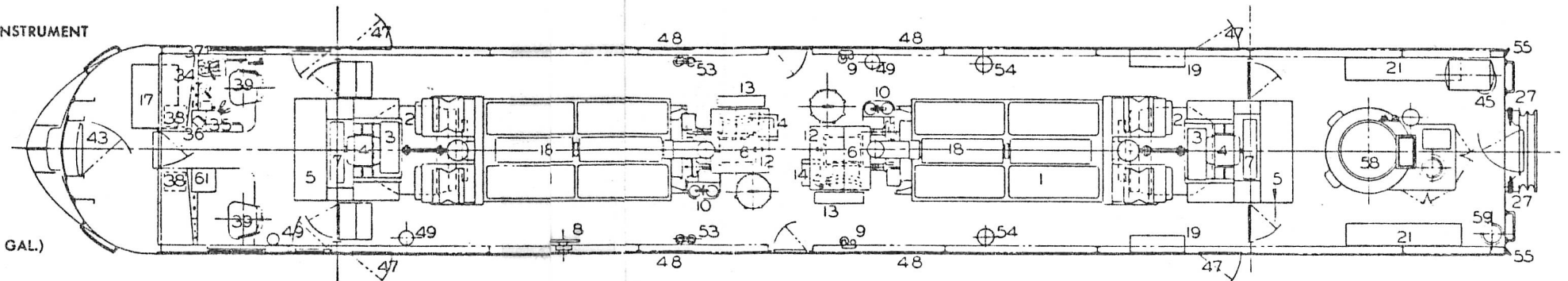
- 1 ENGINE—EMD MODEL 12-567C
- 2 MAIN GENERATOR AND ALTERNATOR—EMD MODEL
- 3 GENERATOR BLOWER
- 4 AUXILIARY GENERATOR
- 5 CONTROL CABINET
- 6 AIR COMPRESSOR
- 7 TRACTION MOTOR BLOWER
- 8 HAND BRAKE
- 9 FUEL TANK VENT WITH FLAME ARRESTOR
- 10 LUBE OIL FILLER
- 11 LUBE OIL COOLER
- 12 ENGINE WATER TANK
- 13 ENGINE CONTROL AND INSTRUMENT PANEL
- 14 LOAD REGULATOR
- 15 36" FAN AND MOTOR
- 16 RADIATOR
- 17 AIR-BRAKE RACK
- 18 EXHAUST MANIFOLD
- 19 SAND BOX
- 20 FUEL FILLER
- 21 BATTERIES
- 22 FUEL TANK (1200 GAL.) AND WATER TANK (1350 GAL.)
- 23 MAIN AIR RESERVOIR

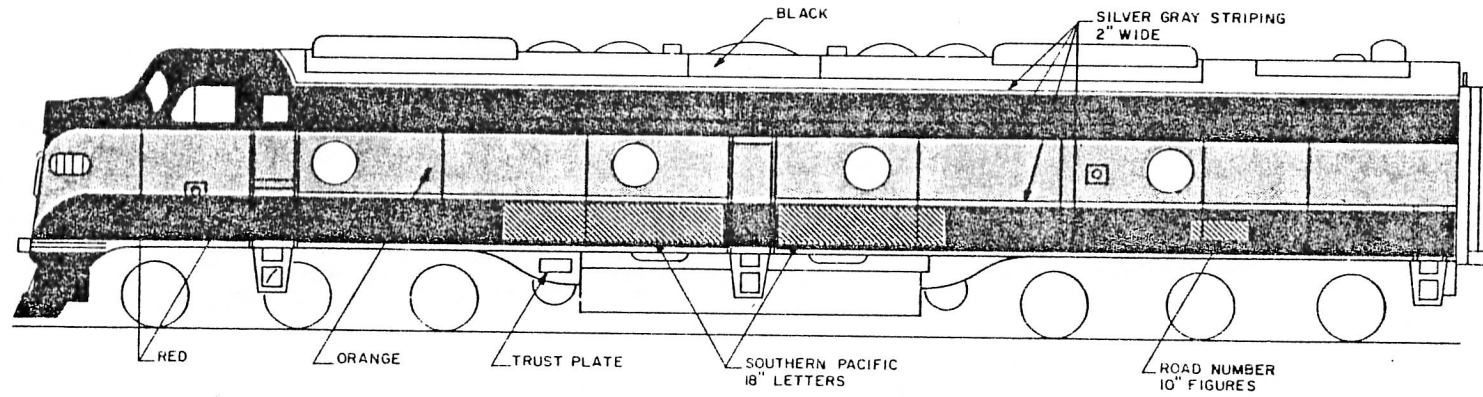
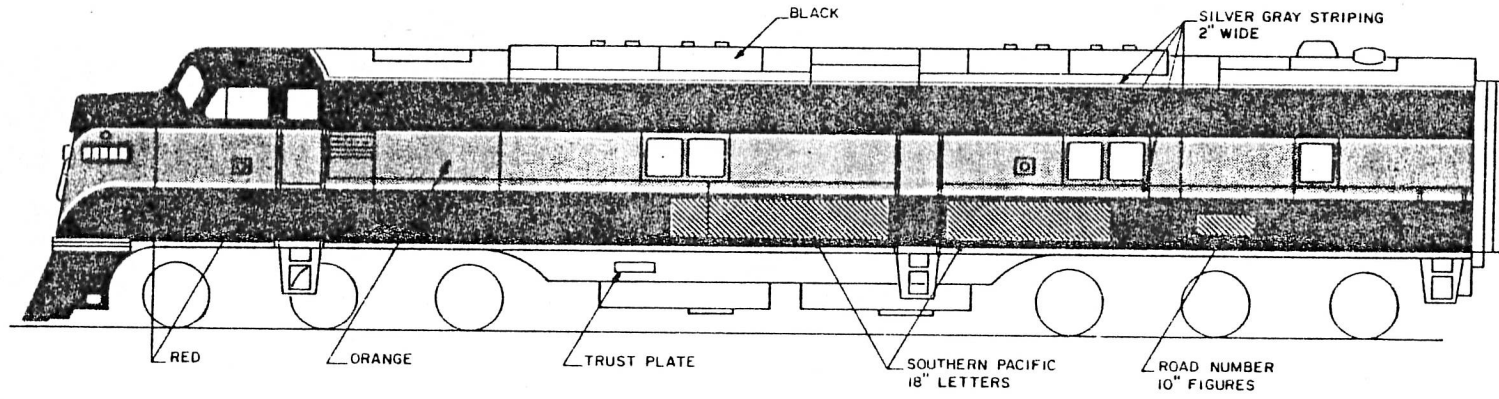
- 24 AIR INTAKE—SHUTTERS AND GRILLE
- 25 BATTERY CHARGING RECEPTACLE
- 26 ENGINE ROOM VENTILATOR
- 27 LIFTING LUGS
- 28 EMERGENCY FUEL CUTOFF
- 29 WATER FILLER
- 30 SANDING NOZZLES
- 31 A.C. CONTACTOR CABINET
- 32 FUEL TANK SIGHT GLASS
- 33 BATTERY BOX VENT

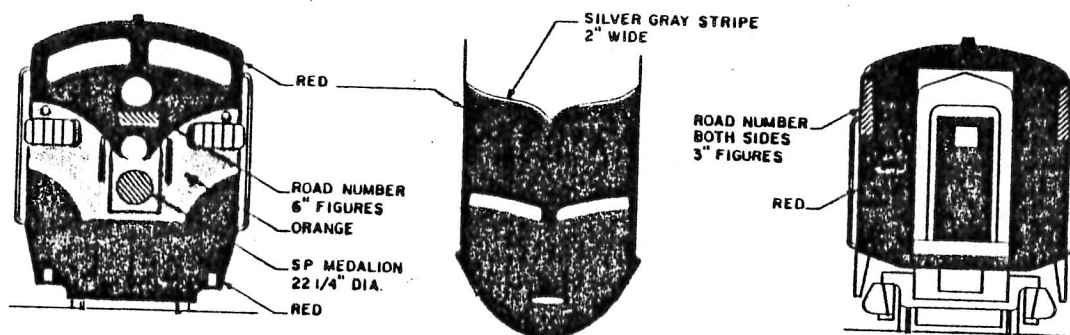
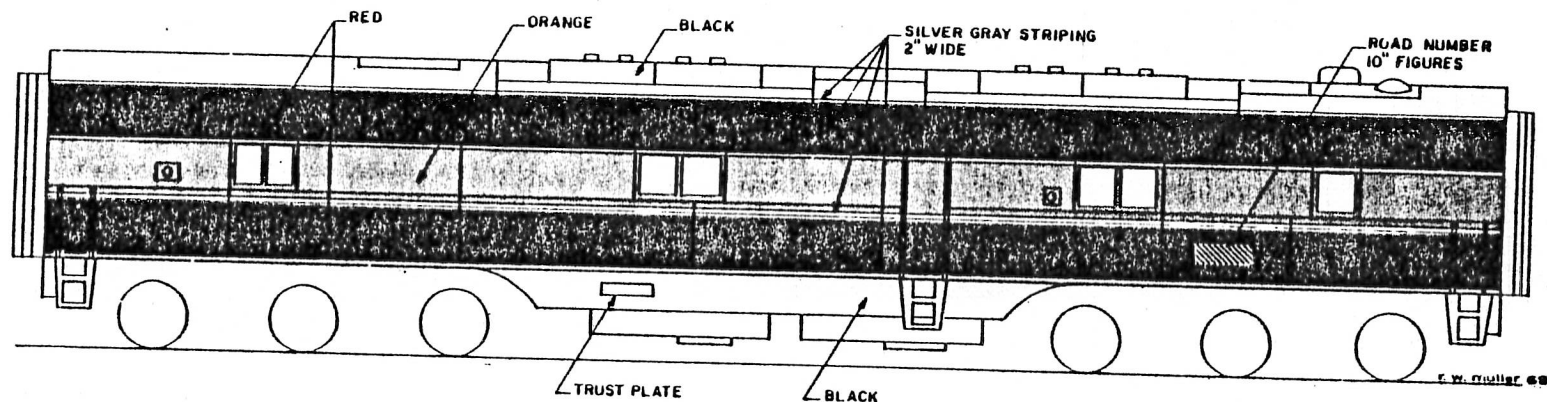
- 34 INSTRUMENT PANEL
- 35 CONTROLLER
- 36 SPEEDOMETER RECORDER
- 37 AIR-BRAKE STAND
- 38 CAB HEATER
- 39 SEAT
- 40 HORN
- 41 COUPLER
- 42 HEADLIGHT
- 43 DOOR—PLAIN

- 44 AIR COMPRESSOR AFTERCOOLER
- 45 TOILET
- 46 BLUE FLAG BRACKET
- 47 HINGED SASH
- 48 FIXED SASH
- 49 FIRE EXTINGUISHER
- 50 SAND BOX FILLER
- 51 VENTILATING SHUTTERS
- 52 NUMBER BOX
- 53 WATER TANK VENT

- 54 M. R. PIPELINE FILTER
- 55 MARKER LIGHT BRACKETS
- 56 CLASSIFICATION LIGHT
- *57 SIGNAL LIGHT
- *58 STEAM GENERATOR
- *59 LIQUID WATER TREATMENT
- *60 DYNAMIC BRAKE HATCH OR WATER TANK—600 GAL.
- *61 WATER COOLER
- *62 EXPOSED COUPLER PILOT
- *MODIFICATIONS







NOTES: Paint per layout using 83-5451 red, 83-5452 orange, 83-0005 black and 83-0586 silver-gray.

CHANGES:
Rev. A, 1958—Cancel and replace with new standard paint scheme.

SOUTHERN PACIFIC COMPANY
Common Standard
EXTERIOR PAINT AND LETTER
DAYLIGHT SCHEME
Diesel Locomotive Class: E Series

Restoration Options for

S.P. 6051

There are basically three restoration options for S.P. 6051. The first is its 1954 as-built appearance in the famous "Daylight" colors. The second option is the unusual 1958-59 "Halloween" paint scheme. The third option is its 1959-69 standardized S.P. scarlet and grey paint scheme.

The comparative ease or difficulty of restoration is not a significant factor in the case of S.P. 6051, as in all three cases the amount of sheet metal repair and replacement will not change and it will, in any case, have to be sand blasted, steam cleaned, and repainted. Also, the availability of replacement parts should not be a major factor in this decision since very few original parts are missing and most of those are available within the museum's collections.

These factors leave the decisions to be made on the basis of interpretive value. In scarlet and grey the 6051 represents the E-9 as it ran most of its life. This configuration would necessitate the removal of fewer of the existing pieces including the snow plow pilot. However, this paint scheme is more representative of today's railroading than of the period of the streamline diesels of which the E-9 is the last representative from EMD or the S.P. Lines. The "Halloween" paint scheme is unique, having been an experimental scheme and only applied to three locomotives. However, the 6051 only wore this scheme for about one year, and it is not a configuration which

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would be recognizable to the general public or, for the same reason, representative of the days of the streamlined name trains. The third option, the "Daylight" paint scheme, is representative of one of the most famous of the name trains. The 6051 in this configuration would be highly recognizable to the public as an example of the elegant days of streamlined motive power. For these reasons, I recommend that the S.P. 6051 be restored to its 1954 as-built appearance in the famous orange and scarlet "Daylight" color.

Work Needed for Restoration of

S.P. 6051

Cross comparisons of builder's photos with present photos of S.P. 6051 show that many of the modifications to the engine have been in the form of additional equipment and will, therefore, be easily rectified by the simple removal of the parts. These parts include:

1. Two center grab-irons on anti-climber.
2. Pilot snow plow.
3. Chains on nose.
4. Grab-iron ladder on fireman's side of cab.
5. Radio antenna on windshield post.
6. Vented panels either side of side doors.
7. Present air chimes.
8. Center two side porthole frames, both sides.
9. Present air and steam hoses.
10. Possibly, exhaust stacks.

Missing parts which will need to be replaced include:

1. Recessed exposed knuckle pilot.
2. Nathan M5 airchime.
3. Porthole frames.
4. Possible new, or modification of, exhaust stacks.

5. Flexible armored M.U. hoses.
6. Builder's plates.
7. Fuel and water tank skirting.
8. Number panels for lighted number board.
9. Southern Pacific herald medallion
10. Headlight bulbs.

The Nathan M5 airchime is available to us from the museum's own F-7 diesel locomotive S.P. 6402. By a fortunate coincidence, each diesel has the proper airchime for the other. S.P. 6051 builder's plates, EMD No. 20100, are in the possession of the acting director. The museum's collections have three S.P. herald medallions. Other replacement parts will either have to be fabricated or purchased.

The main body of work necessary for restoration of the locomotive consists of replacement of the most severely damaged sections of the steel sheathing, repair of the less severely damaged areas, sandblasting and painting the exterior, and steam cleaning and painting of the engine compartment and cab.

Some replacement parts will be needed for interior cab details that have been removed, but we have not yet been able to acquire the necessary photographs to tell us what is needed.

The cost of restoration has been estimated by William A. Oden, restoration shop supervisor, as approximately \$20,000.

A-3623C

REFERENCES

Pinkepank, Jerry A., The Second Diesel Spotter's Guide. Milwaukee:
Kalmbach Publishing Co., 1973. 459 pp.

Extra 2200 South.

Olmsted, Robert P., The Diesel Years. San Marino: Golden West Books,
1975. 160 pp.

Dorin, Patrick C., The Domeliners. Seattle: Superior Publishing Co.,
1973. 224 pp.

K-3927C

ADDENDUM

This addendum is to be attached to the preliminary report dated March 5, 1979 for the Southern Pacific Company E-9 Diesel - Electric Locomotive No. 6051.

The cosmetic restoration of the SP 6051 was completed after the opening of the California State Railroad Museum on May 2, 1981. By this time the restoration crew was greatly reduced and all researchers moved on to other things. This resulted in no final report of the actual restoration.

The cosmetic restoration basically consisted of a thorough cleaning of the locomotive, sand blasting the exterior where necessary to remove old paint and replacement of the pilot and body panels that in some cases were almost completely corroded away.

Sometime during the engines's service life the EMD E-9 streamlined pilot has been removed and the typical Southern Pacific snowplow pilot installed. Since the locomotive was being restored to its "as built" appearance it was necessary to install a "streamline" pilot. An E-9 type pilot could not be located. However, an F-7 type pilot was found in a mid-western salvage yard. This pilot is a near match for the E-9 pilot but required extensive rework due to the numerous dents, tears, welds, etc., it had suffered in its service life.

The replacement body panels presented difficulties. The metal side panels were no longer being made. Conversations with various railroad shops where E-9's or similar F-7's were being serviced indicated that they were now using panels constructed of fiberglass. Further research indicated that such panels would far exceed the cost allocated for the entire restoration. (Panels were quoted at \$1200 each and numerous ones were required).

In checking the Museum's Southern Pacific F-7 unit No. 6402 it was found to have replacement panels consisting of a metal-wood sandwich, that is a sheet of plywood with sheet metal on each side. This type construction was used on the 6051 and the weathered panels replaced. Following the sandblasting, the addition of the reworked pilot and new side panels the locomotive was painted by the A & B Truck Painting of West Sacramento. Early in the restoration program the last two color samples ("Drift Panels") for the "Daylight" red and orange paints were located in the office of the chemist in the Southern Pacific Sacramento Yards. Using these and paint specification from the EMD drawings the locomotive was returned to its "Daylight" appearance. Paints specified on Electromotive Division drawing No. 8158185 dated 11/14/49 were as follows:

Red	- Dupont Duco	254-35405
Orange	- Dupont Duco	254-35412
Grey	- Dupont Duco	254-54906
Black	- Rainshed Mason	XL-6628
Black	- Dupont Dulux Black	88-762

When the locomotive was repainted by the Museum the modern Dupont Imron paints were used. Colors were selected by cross references between the older Dupont Duco numbers and the Dupont Imron numbers. The red and orange colors selected were then matched against the original Southern Pacific Drift Panels as a check to insure colors were the correct ones. Paints used were as follows:

Red	- Dupont Imron	35405UH
Orange	- Dupont Imron	31UH
Black	- Dupont Imron	99V
Grey	- Dupont Imron	78389U

When brought to the Museum roundhouse the locomotive still lacked the Southern Pacific heraldic emblem for the front end. A Southern Pacific passenger locomotive type plate was located, painted in the proper colors (prescribed in EMD Drawing No. 8120882) and installed in 1984. This at last completed the cosmetic restoration.

Volunteers from the Southern Pacific Roseville shops had worked closely with the Museum to restore the Western Pacific F-7 locomotive to running condition. Upon completion of the F-7 they requested permission to attempt to restore 6051 to running condition and in 1983 began work on the project. After several thousand donated hours of work the locomotives diesel engines were put in operation. On December 12, 1983, after almost 25 years of inactivity, 6051 ran again under its own power.

In May of 1984 the locomotive was the guest of honor at the 75th anniversary of the Southern Pacific shops in Roseville. The trip was made unassisted.

The locomotive also headed two excursion trains from the Bay Area and returned to Sacramento on the weekend of April 27th and 28th, 1985. (The major source of power for this train was furnished by SD-45 units but 6051 provided the colorful "point" of the train).

The trip to Roseville indicated that the pilot was too low, often striking the rails. A small section was cut from the bottom of the pilot and the cut area repainted. This small modification was the final restoration touch to the 6051.


Dick Denison

Exhibit Technician
California State Railroad Museum

(Former head of Restoration Research)

PAINT SPECIFICATIONS FOR SP DIESEL 6051,
SP STEAM LOCOMOTIVE 449 AND GN RPO 42

Numerous questions have been raised about the selection of colors for the above engines. Looking back 10 years this is my account of color selection.

In late 1979 and early 1980s we were researching the 6051 for its restoration by the California State Railroad Museum. The researcher handling the project had not yet received the drawings from EMD giving their description of paint specifications and we were attempting to determine them locally.

At the same time we were researching 6051, we were also researching color specifications for the GN RPO 42, specifically, Postal Car Green. We could find no records of this color from either the Postal Service or from the railroad companies since with the demise of the Railway Mail Service records had been destroyed.

As shops were being closed in the Southern Pacific Sacramento Yards we were allowed to go thru the records being thrown out. By good fortune, we found a requisition submitted by an unknown painter in 1967 for 15 gallons of Postal Car Green and with a stock number for the paint. We took the requisition to SPs materials section and they in turn sent us to the yard chemist. The chemist advised us the Market Street offices had sent him all of their old paint chips for saving or disposal as he saw fit. Fortunately he had chosen to save them. These chips or samples are called "Drift panels" and are paint samples, 5-3/4" x 3-7/8" in size and shielded from fading by a protective black envelope. The reverse side of the panel carries the SP name, the Sunset logo, the title "Color Drift Control" and name and number of the sample (Example: "Panel No. 154 Postal Car Green"), the date, a warning that the sample should be kept in the black envelope when not being used and the notation "Bowles and Color Drift Control System, Bowles Printing Corporation, 75 Third St., San Francisco, California 94103."

While checking Postal Car Green we asked the chemist if he had Drift Control Panels for the SP "Daylight" orange and red. There was but one each of these colors. He asked to retain them but permitted us to use them.

When the actual painting of SP 4449 and 6051 was to begin an interesting event took place. It was my understanding the PCC R&LHS was to assist with funds to buy paint but actual purchase would be done by SP as they could buy the paint at a much lower price. By this time we had the paint specifications from the EMD drawings but paint was in the older DuPont Duco while the new paint was to be Dupont Imron. The paint was ordered by SP but a call came back from Dupont that the exact shade of orange listed for the older Duco was no longer being made in Imron. Ken Yeo, head of our restoration shop, a Southern Pacific representative and I reviewed the color chips of the newer Imron paints. Two colors neatly bracketed the original orange Duco color drift control sample. We selected the lighter shade as being closest to the original Dupont Duco Daylight orange.

When 4449 arrived for the Railfair event at the opening of the Museum we immediately put the orange drift panel against the orange color on the locomotive. As far as our eyes could tell it was a perfect match. The same colors were later applied to our SP 6051.



R.H. Denison

Former head of -
Restoration Research Team



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CALIFORNIA STATE RAILROAD MUSEUM,

Old Sacramento:

EQUIPMENT RESTORATION FEASIBILITY INVESTIGATION

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DEPARTMENT OF PARKS AND RECREATION

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